

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4501.

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WEDNESDAY, MARCH 23, 1904.

三拜禮

號三十一月三英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,340,000

Head Office:—YOKOHAMA.

Branches and Agencies:—  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTSIN. NEWCHWANG.  
PEKING.  
LONDON BANKERS:—  
THE LONDON JOINT STOCK BANK, LTD.  
PARIS' BANK, LTD.  
THE UNION OF LONDON AND  
SMITH'S BANK, LTD.  
HONGKONG BRANCH:—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.  
" 6 " 4 "  
" TARO HODSUMI,  
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND:—  
Sterling Reserve ..... \$10,000,000 \$16,500,000  
Silver Reserve ..... \$6,500,000  
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
Hon. C. W. Dickson. N. A. Siebs, Esq.  
E. Goetz, Esq. H. W. Slade, Esq.  
A. Haupt, Esq. C. A. Tomes, Esq.  
H. Schubert, Esq. E. S. Wheeler, Esq.  
E. Shelling, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent per Annum.  
For 6 months, 3 per cent per Annum.  
For 12 months, 4 per cent per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 20th February, 1904. [22]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may  
be obtained on application.

INTEREST on deposits is allowed at 3½  
cent per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... \$1,000,000

Paid up Capital ..... \$324,371

HEAD OFFICE—HONGKONG.

Board of Directors:—  
Chan Kit Shan, Esq. J. Focke, Esq.  
Creasy Ewens, Esq. G. C. Moxon, Esq.  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%  
Hongkong, 4th February, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... \$L. Tals 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS:—BERLIN.

BRANCHES:—  
Berlin Calcutta Hankow  
Tientsin Tsingtao (Kiantchow)

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITH'S BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 1st September, 1903. [25]

TO LET.

NO. 1, RIFON TERRACE in FLATS.

No. 4, RIFON TERRACE.

No. 17, WONG NEI CHONG ROAD, facing  
Race Course.

FLATS in MONKTON TERRACE, facing  
Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWN No. 34, BLUE BUILDINGS.

GODOWNS: PRAYA EAST.

No. 10, MACDONNELL ROAD.

Apply to:

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 11th March, 1904. [26]

## INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS:  
GOLD \$7,994,173.37—about £1,640,000.

CAPITAL AND SURPLUS AUTHORIZED

GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:

1, WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

BRANCHES AT

SAN FRANCISCO, WASHINGTON,  
MEXICO, MANILA, SHANGHAI, SINGA-

PORE, YOKOHAMA, BOMBAY,

CALCUTTA

AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL

BANKERS:

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED,

UNION OF LONDON AND SMITH'S BANK, LTD.

CREDIT LYONNAIS, DRESDNER BANK,

COMPTOIR D'ESCOMPTÉ

DE PARIS, &c.

THE Corporation transacts every Descrip-

tion of Banking and Exchange Business,

receives Money in Current Account and issues

Fixed Deposit Receipts either in Gold or

Silver at Rates which may be ascertained on

Application.

HONGKONG BRANCH:

20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,  
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL ..... \$10,000,000

PAID-UP CAPITAL ..... \$2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

THE Bank purchases and receives for collection

Bills of Exchange drawn on the above

Places, and Sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH:

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS:

3 per cent Fixed Deposits for 3 months.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th August, 1903. [18]

CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

CHARTERED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Board of Directors:—

Chan Kit Shan, Esq. J. Focke, Esq.

Creasy Ewens, Esq. G. C. Moxon, Esq.

Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%

Hongkong, 4th February, 1904. [24]

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Chief Manager,  
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Hongkong, 4th February, 1904. [24]

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THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 11th March, 1904. [26]

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26]

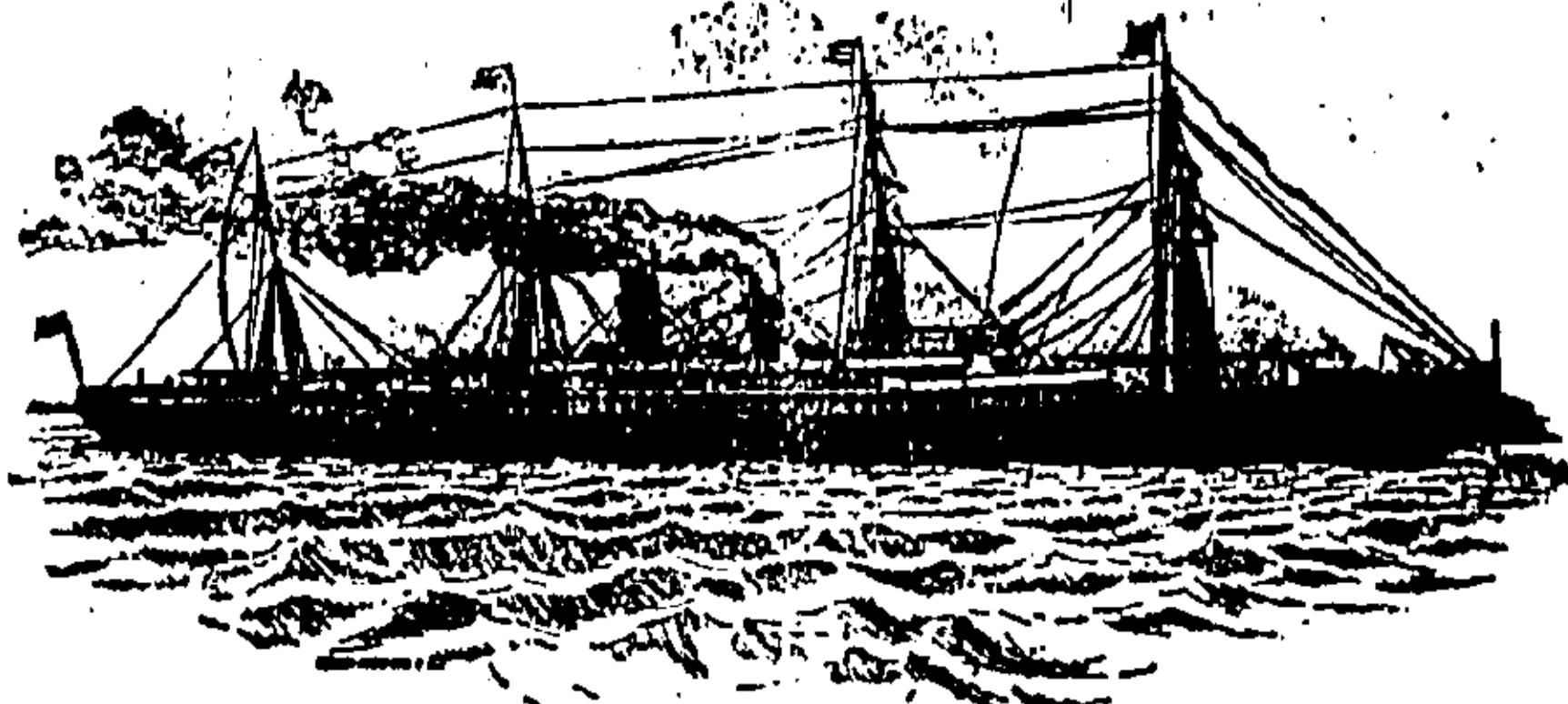
## Plates.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

<

Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"CHINA" .....	5,060 Gross Tons...TUESDAY, 5th April, at Noon.
"DORIO" .....	4,784 " ..THURSDAY, 14th April, at Noon.
"SIBERIA" .....	11,284 " ..SATURDAY, 30th April, at Noon.
"COPTIO" .....	4,352 " ..SATURDAY, 7th May, at Noon.
"KOREA" .....	11,276 " ..TUESDAY, 24th May, at Noon.
"GAELIC" .....	4,205 " ..THURSDAY, 2nd June, at Noon.
"AMERICA MARU" .....	6,307 " ..SATURDAY, 11th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 5th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 21st March, 1904.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)SAFETY. SPEED. PUNCTUALITY.  
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC."EMPEROR" Twin Screw Steamship—5,000 Tubs—10,000 Horse Power—Speed 10 Knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).  
R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons..... WEDNESDAY, 30th March.

"EMPRESS OF INDIA" ... 6,000 " .. WEDNESDAY, 20th April.

"ATHENIAN" ... 3,882 " .. WEDNESDAY, 27th April.

"EMPEROR OF JAPAN" ... 6,000 " .. WEDNESDAY, 11th May.

"TARTAR" ... 4,425 " .. SATURDAY, 21st May.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on  
Steamers, and 1st Class Rail ..... £40. £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (I.O.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,  
9, Pedder's Street. [10]

Hongkong, 9th March, 1904.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Carvo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ABESSINIA...	ST. NAZARE, HAVRE & HAMBURG. (Calling at SINGAPORE and COLOMBO).	2nd April.	Freight.
Filler ...	HAMBURG.	12th April.	Freight.
BRISGAVIA...	(Calling at SINGAPORE and COLOMBO).	25th April.	Freight.
Schillike ...	HAVRE and HAMBURG.	3rd May.	Freight.
SUEVIA...	(Calling at SINGAPORE and PENANG).	17th May.	Freight.
von Dohren...	HAVRE and HAMBURG.	31st May.	Freight.
ARTEMISIA...	(Calling at SINGAPORE and COLOMBO).		Passengers.
Grommeyer...	HAVRE and HAMBURG.		
MARBURG...	(Calling at SINGAPORE and PENANG).		
Stern ...	HAVRE and HAMBURG.		
STRASSBURG ...	(Calling at SINGAPORE and COLOMBO).		
Madsen ...	HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings,		

For further particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings, [16]

Hongkong, 16th March, 1904.

GO TO THE  
KOWLOON HOTEL,  
KOWLOON. J. W. OSBORNE,  
Proprietor and Manager.

## THE HONGKONG TELEGRAPH, WEDNESDAY, MARCH 23, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," .....	2,563 tons.....	Captain R. D. Thomas.
"POWAN," .....	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN," .....	2,260 "	W. A. Valentine.
"HANKOW," .....	3,073 "	C. V. Lloyd.
"KINSHAN," .....	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....	1,998 tons.....	Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12:30 P.M.		
Departures from Macao to Hongkong daily at 8 A.M.		

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....	219 tons.....	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.		

## JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," .....	588 tons.....	Captain B. Branch.
"NANNING," .....	569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 23rd March, 1904. [13]

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [G]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &amp;c., apply to the

MANAGER.

[32]

Hongkong, 2nd July, 1900.

## IN THE SUPREME COURT OF HONGKONG.

## PROBATE JURISDICTION.

IN THE GOODS OF HO' MUI SZ, OTHER  
WISE HO LIN SHING, LATE OF  
VICTORIA, HONGKONG, Deceased.

TENDERS will be received by the Under-signer, at the Registry of the Supreme Court House, until Noon of WEDNESDAY, the 30th March, 1904, for the purchase of the Business of the I WO Pawnshop, of No. 86, Hollywood Road, Victoria aforesaid, including the GOODWILL, STOCK-IN-TRADE, SIGNBOARD, BOOK DEBTS, FURNITURE and effects therein.

Every Tender shall be accompanied by a Deposit of \$1,000, which sum will be forfeited if the person fails or refuses to carry out his Tender should the Tender be accepted.

The Undersigned does not bind himself to accept the highest or any Tender.

For further particulars, apply at the Messrs. EWENS &amp; HARSTON,

## ADMIRAL'S BLUNDER.

## PROBABLE INVASION OF VLADIVOSTOK.

The eye-witness details of the Port Arthur fighting that are now appearing ought not to be accepted without a certain amount of caution.

Transmitted via an American newspaper, the possibility of picturesque additions by journalists who, in the Hispano-American conflict, showed themselves past-masters at realistic fiction, should always be kept in mind. On the other hand, things may be verbatim as they came from the *Columbia*. As for correspondents' messages, the censor is sure to have been at them. Excluding such absurd details as the story of *Columbia* captain calling for cigarettes in the midst of bursting shells, from this and other reports certain facts are tolerably obvious.

Everything suggests that the Russians were not altogether caught napping by the torpedo attack. There is no special reason to think that their look-out was bad, as it is reported to be. The fact that only one searchlight was burning would seem to be established, but that was one too many. A searchlight is a useful guide to the attack. It shows where the fleet is.

Admiral Stark's deadly error lay in being at anchor in the outer roadstead, and in underestimating the value of the torpedo at sea and against ships in motion. The value of this weapon is not over and above great. A well-handled fleet need not fear it, but against ships situated as the Russians were the torpedo is a dangerous foe, and Admiral Stark is likely to need all his interest to retain his command after what has happened. He was never the man to inspire that confidence in his officers which men like the Japanese Admiral Togo can inspire. He is not so much a bad officer as a mediocre one—far too slow a thinker to be pitted against the rapidly thinking Japanese.

## RUSSIA'S LUCK.

For the rest, guarding against sudden torpedo attack is a difficult matter, and it is early yet to blame the Russians for their disaster, saving over the fatal error of being where they were. The Japanese attack was conceived with the utmost brilliancy, and Russia is lucky to have got off so lightly as she did.

She might have lost every single ship in the fatal roadstead; indeed, had the torpedoes come fully up to expectation, she would have done so.

Explanation is still required as to why only so few ships were torpedoed. Judging by the light of orders issued in the Chino-Japanese war, the Japanese torpedo craft perhaps had orders to retire directly the Russians opened fire on them.

Probably the first the big ships knew of the attack was the explosion of the torpedoes, Admiral Alexieff's "received at the right time" does not go for much. Falling this supposition, we are left with the conclusion that the torpedo attack was not carried out so well as it was conceived, or else that the torpedo was a failure relatively. Any failure in the carrying out is a most unlikely thing to anyone who knows the Japanese, who are excellent at torpedo work.

Two other versions of the attack are given. One, the story about submarines, is altogether improbable; the other, for which a newspaper special correspondent is responsible, is that the torpedoes were fired by four protected cruisers which crept up in the darkness. This would have been a bold, risky game, meaning destruction were the craft recognized as ships. At night, however, it is difficult to tell. The advantage of Japan would have lain in the fact that the anti-torpedo craft gun would do no harm whatever to cruisers. It is very possible that this is the truth about the attack, but we must wait for the official Japanese account before we can do more than surmise.

## AN ADMIRAL'S FOLLY.

But, when all is said and done, nothing can excuse the criminal folly of Admiral Stark in being caught as he was. There was a tactical error afterwards, for the official report speaks of the Russians as proceeding to sea after the attacking boats. This was madness in the darkness. Perhaps Admiral Alexieff really meant the advance made in the morning. If not, Admiral Stark lost his head, and ran the maddest of risks. Apart from waiting torpedo-boats, there might have been blockade mines floating about.

The reports of the shooting next day indicate that Russia shot very badly. The reference to shots that fell short may mean bad powder or bad aim. Whatever it may, or may not, mean, it certainly indicates that the Russian fleet is paying heavily for Admiral Stark's negligence of gunnery. Al though daily tactical exercises have been made of late, there is said to have been next to no target practice. At Port Arthur, the Russians seem to have shot no better than did the Spaniards at Santiago-de-Cuba.

The description of the *Novik*, as "in the forefront of the battle" may mean that she made a desperate attempt to torpedo the Japanese. Just as probably it means that there was confusion due to the moral effect of the incident of the night before.

## WILD SHOOTING.

"Excellent shooting" is claimed for the Japanese, but the instances of it cited do not go to prove it. The *Novik*'s survival indicates wild enough shooting in that direction, and the bursting of shells on the beach, or faces of the cliffs, of Port Arthur also means wild firing. On the other hand, the unofficial accounts convey the impression that one or two Japanese ships were shooting well.

Further details of the *Chemulpo* fight indicate more bad Russian gunnery and mediocre Japanese shooting.

The composition of the Japanese squadron is still a mystery. The *Kanisawa*, *Takachiho*, and *Chiyoda* are mentioned, but there may have been other ships. If not, the *Varyag*, properly handled, should have done considerable damage, for the three Japanese are old ships. They, however, mount between them four 10in., six 6in., and five 4.7in. guns. The *Varyag* could not take more than a couple of 10in. hits, so there was never much question as to the issue of the battle.

The news that both Russian ships fought to a standstill is confirmed. It was heroic madness. The madness that stored the coast with isolated Russian squadrons was of quite another sort. In the face of all the Japanese preparations, the thing that was contemplated was obvious to anyone; it must have been obvious even to Admirals Alexieff and Stark. Our blunders in the initial stages of the South African war have been reproduced by Russia in another form very faithfully and very thoroughly.

The majority of Thursday's newspapers have written of the *Poltava*, *Diana*, *Astoria*, and *Novik* as done for. Pending details of the damage, this is a hasty decision. The three latter can dock at Port Arthur, and the *Poltava* should certainly be repairable easily enough by inclining her. That is if all these "waterline hits" are from guns. Torpedoes may have done it, and Admiral Alexieff suppressed mention of this weapon.

## RUSSIA'S BITTER PILL.

Russia was the first nation to use the torpedo. At least one Whitehead was fired by her in the Turco-Russian war, and that she

should be the first nation to suffer by the torpedo must be a very bitter pill.

The Tsar has appointed Admiral Alexieff in supreme command both on sea and on land.

The better man by far for the land was General Kropatkin with a free hand. He is a thoroughly capable officer believed in by those under him, and one of the few who have constantly laboured for efficiency. There is something of Skoboleff about him. The type of man that Russia alone produces.

There are two captains in the fleet of this type also, but too many dull masters are over them for their genius to get scope. All have the "Skoboleff eye, a curious, quizzical sort of eye. The men who own it have the knack of creating the impression that they have charmed lives, and can lead only to victory. General Kropatkin has some of this feeling. He is said, too, to have risen from the ranks. He has, beyond all doubt, worked his way ahead by ability, and his power of making the authorities believe in him.

It is probably only the danger of a dual control that has led to his being put below Admiral Alexieff in authority. The work he may do will depend upon how much Admiral Alexieff exercises that authority. General Kropatkin with a free hand will be a very serious opponent to Japan to meet.

The military situation is beginning to attract attention. Following the precedent of the China-Japanese war, the Japanese have attempted to land near Port Arthur. It is officially stated that all these attempts were frustrated by the defence, which is probable enough, because Russia has always had this as a possibility in view, and fortifications have been erected accordingly. But several of these defences are as yet incomplete, and, under cover of the Japanese fleet, a successful landing is likely enough, and then, unless the Russian army can defeat the invaders, Port Arthur will become a second Sebastopol and probably with Sebastopol's fate.

The so-called "invasion of Korea" is not likely to amount to much yet awhile. One of Japan's main objects in the war was to secure Masampo—an ideal base she has long wished for. Here the presumption is she will concentrate against the time when Russian troops arrive to attack her earthworks.

So long as she holds the sea the odds are against Russia turning her out. That Japan will be foolish enough to emulate Napoleon and invade far inland is doubtful. The result is too obvious. On the other hand, an investment of Vladivostok is quite probable in the early future. Large flat-bottomed boats for this invasion were constructed some years ago.—*London Chronicle*.

## Intimations.

## Intimations.

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFERRING to the Notice of 20th December, 1903, and subsequent Notices, Senders of Telegrams are hereby advised that from 1st April next, the currency equivalent of the Franc will, subject to revision after three months, be fixed at 50c, at which Rate the Charge for all Telegrams will be collected from the said Date.

The following Rates will consequently come into force:

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New Complete List will be distributed as soon as it is ready. In the meantime any further information may be obtained by applying to the Company's Office.

OLAF NIELSEN, Superintendent

Hongkong, 22nd March, 1904. [408]

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Hongkong, 21st March, 1904. [405]

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Hongkong, 10th February, 1904. [247]

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Hongkong, 2nd January, 1904. [58]

Hongkong, 1st January, 1904. [54]

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Hongkong, 8th January, 1904. [45]

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TELEPHONE, 232.

Hongkong, 20th March, 1903. [47]

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

## BIRTHS.

On the 12th March, at Woodneuk, the wife of JAMES CAMPBELL KER, Esq., S. M. I., of Johore, a daughter.

On the 15th March, the wife of P. B. ESKY, Hawick, a son.

On the 18th March, to Dr and Mrs W. H. JEFFERYS, 48, Minsheng Road, Shanghai, a daughter.

## MARRIAGE.

On March 12th, at St. Andrew's Cathedral, Singapore, by the Reverend Archdeacon DUNKIN, HARRY ELLIOTT, second son of Mrs. DUNKIN, Singapore, to DOROTHY HART, eldest daughter of Mrs. D. R. COWAN, Singapore.

## DEATHS.

14th March, at 2 Wilkie Road, HERBERT GEORGE, dearly loved son of Mr. and Mrs. B. L. FROST, aged 9 weeks.

At Seoul, Korea, on the 18th inst., ALFRED BURT STRIPPLING, aged 65.

On the 18th March, at the General Hospital, Shanghai, ROBERT CRAWFORD, aged 63 years.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 23, 1904.

## LOCAL AND GENERAL.

MAJ. and Mrs. Lieut.-Col. C. N. Watts has been promoted to the rank of Lieut.-Colonel.

THE surveying vessel *Rambler* is to be recommissioned at Hongkong for further surveying service.

CAPT. H. S. PENNELL, V.C., who fought in the Tiahs and Tiansha, has been ordered to join the Sherwood Foresters in the Far East.

VICEROY TSEN of Liang Kwang intends to negotiate a foreign loan of Tls. 200,000 which is to be sent to the new General Bureau for the training of troops.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Rev. T. Wright \$5

THE *Andromeda*, 16 guns, first-class cruiser, 11,000 tons, was commissioned at Portsmouth on March 1 for the China Station, to take the place of the *Blenheim*, 12 guns, first-class cruiser, 9,000 tons.THE *Argonaut* was paid off at Chatham on 16th ult., after three and three-quarter years' active service on the China Station. She is to be refitted at the Fairfield Shipbuilding Company's works at Govan.THE Nanking correspondent of the *N. C. D. News*, writing on 17th instant, says that the southern capital is at last to be supplied with pure water, an engineer having already arrived from New York who is making plans to drive or bore a well to any reasonable depth up to 1,500 feet.THE steamer *Yat Shing* has completed a successful trial trip on the Tyne and sailed for Cardiff, where she will load before proceeding to her station. This vessel has been built by Messrs. Swan, Hunter and Wigham Richardson (Ltd.) for the service of the Indo-China Steam Navigation Company. She has accommodation for both European and Chinese passengers. The engines, which are of the triple-expansion type, toge her with the boilers, have been constructed by the builders, and worked on the trial with entire satisfaction.IN the Admiralty Division, before Mr. Justice Corell Barnes and Trinity Masters, the action, which arose out of a collision in Sea Reach, River Thames, between the steamships *Banffshire* and *Bennohr*, was concluded on 16th ult. The casualty occurred on the afternoon of Feb. 5, 1902, when the *Banffshire* (James Wallace, master) was on a voyage from Melbourne to London with general cargo, and the *Bennohr* (Archibald Wallace, master) was bound from London to the Straits Settlements, China, and Japan, with cargo and passengers. Both vessels sustained severe damage, and the *Bennohr* had to be beached. Each side raised a plea of compulsory pilotage. The Court pronounced the *Bennohr* alone to blame, and her owners liable for the damage.A DEFINITE stage has now been reached in the organisation of the great floating exhibition, which is to travel on a commercial missionary expedition from point to point in the Empire. The boat is ready and the date fixed. The Elder-Dempster liner *Lake Magantic* is destined to perform this memorable cruise, and she will leave London on or about April 27. North, south, east, and west she will sail, freighted with the manufactures of great firms all over the United Kingdom, which will be object-lessons to show our Colonies that we can produce goods equal at any rate to those of Germany, France, and the United States. Foreign firms have shown great anxiety to be included, but the scheme is essentially all British. Soon, then, we shall be speeding this new ambassador on a voyage which should form an important link in the chain of Imperial consolidation and prosperity.—L. & C. Esqrs.IT is reported from home that there has been a serious fire in the Japanese steamer *Bingo Maru* at the Royal Albert Docks. No. 1 hold contained a quantity of valuable Japanese curios which would be seriously damaged by water.

ON Thursday afternoon on the Happy Valley the Hongkong Football Club will play the Navy, under Rugby rules. Kick-off at 4.30 p.m. The following will play for the Club:—H. Arthur, full back; A. Gondmann, T. E. Pearce, Lieut. Cameron, Lieut. Black, three-quarters; P. J. Jordan, Milwan, halves; H. C. Sandford, (Capt.) E. R. Halifax, P. W. Goldring, A. Boyd, Lieut. Dunbell, Lieut. Strover, H. E. Rowley, F. F. Chard, forwards.

A LONDON correspondent was recently informed that Mr. Evelyn Cecil's Inter-departmental Committee, which was appointed to inquire into the best means of conveying the Eastern and Australian mails on the expiration of the present contracts in 1903, has settled the terms of its report to the Postmaster-General, and the result of these will be awaited with interest by the public.

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## SANITARY BOARD.

At a meeting of the Sanitary Board tomorrow, the President, pursuant to notice, will move:—That the Board, under the provisions of section 30 of the Public Health and Buildings Ordinance, 1903, depute Inspector Thomas Abley to institute summary proceedings before a magistrate against any person contravening any of the bye-laws made under section 16 of the Public Health and Buildings Ordinance, 1903, when so instructed in writing by one of the Medical Officers of Health; and That the Board, under the provisions of section 256 of the Public Health and Buildings Ordinance, 1903, depute Inspector Thomas Abley to institute summary proceedings before a magistrate for the recovery of any penalty imposed by part II of the said Ordinance or any bye-law made thereunder when so instructed in writing by one of the Medical Officers of Health.

## THE NAVY AND BORNEO COAL.

In the House of Commons on 16th ult., Mr. Weir asked whether, having regard to the fact that coal was available in British North Borneo, the Defence Committee had yet considered the expediency of acquiring some portion of the Chartered Company's territory with a view to the establishment of a naval station at Gaya Bay.

Mr. Akers-Douglas: It is not desirable to make public the decisions of the Defence Committee.

THE EVACUATION OF  
WEI-HAI-WEI.Replying to a letter in the *Morning Post*, Admiral E. R. Fremantle says:—"I intend to know why we are scuttling out of Wei-Hai-Wei. The answer is that it would cost £50,000 or £60,000 to defend it as originally intended, and that when it was occupied as a counterpoise to Port Arthur we forgot the Biblical maxim of 'sitting down first and counting the cost.' But, it will be said by those who have no sense of proportion, '£50,000 or £60,000 will only put up a few guns sufficient to resist a couple of cruisers, and to protect Wei-Hai-Wei against a powerful Fleet and Army would cost millions.' This is true, and we had better, if such an attack is probable, at once dismantle Hongkong and Singapore, as an enemy which has command of the sea and a powerful Army would soon make short work of the small garrisons defending those two important coaling stations. Then it may be asked—is Wei-Hai-Wei of any value to us? It appears to me to be exactly what we require as a northern base in every respect, and it has been found most useful in peace time, while as our experience in 1900 showed it would be invaluable in war. No; the real reason is that we cannot afford £50,000, and it would only cost the Government half that sum to remove stores and burn coal. I probably the mercantile community would some day have to pay a ransom of £100,000, but that is their affair, and they had foolishly imagined that the British flag would afford them protection.

Other countries, it is true, act differently and with more forethought. Russia has, I believe, spent one million and a half of pounds on Port Arthur, and Germany three and a half millions at Kiao Chow. Probably they counted the cost when they took possession, and I remember semi-officially stating, when these ports were occupied, that they would require an expenditure of, say, two millions for Port Arthur and three to five millions at Kiao Chow if they were to be developed as naval bases, while our purposes at Wei-Hai-Wei could be accomplished at a comparatively trifling expense for dredging and defence.—Yours, &amp;c.,

## FRANCE AND SIAM.

E. R. FREMANTLE, Admiral.

Feb. 8.—*Morning Post*.

## THE NEW TREATY.

The new Franco-Siamese treaty is considered to be more favourable to France than that of 1902. The following is a summary of the Convention:—

The Convention confirms all advantages of the preceding Convention of 1902. In addition it contains a series of clauses which assure to France an economic and political influence in Siam. Laos and in provinces adjoining the Great Lake, where for some years past Siam has been endeavouring to destroy the local authority and to substitute Siamese gendarmes for the native police. These attempts will not be repeated, as Siam undertakes to maintain in these provinces a police force composed exclusively of natives, officered by Frenchmen. When security is assured works of public utility will be begun, under the direction of French engineers.

France is to occupy Chantabun until the new Franco-Siamese boundary is fixed by a small commission, especially the position of the frontiers between the Great Lake and the sea river, which has not been delimited since 1867, and until the territory reverting to France has been handed over. French engineers will be able to facilitate access to Ubon, the chief town of the rich valley of the Nam Mun, by making roads and by hydrographic works. This will allow French Indo-China to exercise an economic influence and to create outlets for merchandise, from Saigon along the right bank of the Mekong, in all the commercial centres designated by the Governor-General of Indo-China. Siam has conceded territories in which commercial and navigation establishments will be founded. Railways constructed in Siamese territory will supplement the Mekong, which presents many obstacles. Thus France will occupy a number of points on the right bank, the object of which was to prevent the Siamese from establishing themselves on the left bank of the Mekong. Further, Siam renounces all claims to sovereignty over several districts on the right bank of the Mekong. The question of provinces is settled in accordance with the demands of France. Siam accepts the present limits and the jurisdiction of France is complete over all her provinces without distinction.

From the time of King John it has been the sacred right of every Englishman that before his liberty is interfered with, he shall be tried before his peers. No Englishman must forget that if he forgets it or forgoes it he is a traitor to his country, and to the liberties of his fellow countrymen, a traitor to his forefathers who fought and died to give him those rights; a traitor to his friends, his family and his God. No considerations of money, comfort, liberty or deference to authority, can affect him. So long as he breathes the air as a free man he must see to it that he yields up no portion of his personal rights. Though prudence, discretion, self-interest, the advice and exhortations of friends, the beseechings of his family, and all things may point to submission, he must not submit. Though he be reduced to destitution, treated with indignity with felons and placed in gaol, he shall not consent to give up one tithe of his individual right. By these means, and by no others whatever are individual rights preserved.

NOTES FROM KWANGSI,  
PROVINCE.Recent dispatches from Kwangsi report that malcontents and bandits of that province are beginning once more to start upon their guerrilla warfare against the Government and Viceroy Ts'en is making elaborate preparations to put a stop to it. To do this H. E. has been again drawing upon other provinces for reinforcements, no less than 6,000 men being asked for from the Governor of Shensi alone. It is also stated in reliable quarters in Canton that Viceroy Ts'en intends to make a careful selection out of all the troops he has drawn from the various provinces, as well as from the regiments he has himself raised and organised in Kwangung province, and with these picked battalions form the nucleus of a proposed army of 40,000 reliable soldiers who are to be entirely armed and provided with the best rifles procurable and drilled and organised after the modern style. These troops are to be held ready for transport to the North, with Viceroy Ts'en himself at their head, whenever circumstances of war require their presence outside Shantung.—*N. C. D. News*.THE KOWLOON-CANTON  
RAILWAY.

In the House of Commons on 18th ult., Mr. Weir asked the Under-Secretary for Foreign Affairs, having regard to the fact that the preliminary agreement for the construction of the Canton-Kowloon Railway was signed on March 28, 1898, and that the construction of the line was contingent on arrangements being made or financing the Shanghai-Nanking Railway, whether he would state the amount required for the construction of the latter line, and when the British and Chinese Corporation expected to be in a position to proceed with the work of construction.

EARL PERCY:

I understand that it is estimated

that the cost of the Shanghai-Nanking Railway, including the land required, will be £3,350,000.

I regret that I am not at present

in a position to answer the second part of the hon. member's question.

## THE "CENTURION'S" GUNS.

The sighting gear of the guns of H. M. S. *Centurion* is the subject of a communication made by the Earl of Selborne to Mr. Lucas, M.P. Lord Selborne points out that it is an error to suppose that perfect gear can be obtained merely for the ordering. Sighting gear has to be specially designed to fit the particular mounting of each gun. In the case of the *Centurion*'s 10-in. guns exceptional difficulties were presented. The Admiralty requested Messrs. Armstrong and Co. to supply these guns with sight rings and gear, which should possess every modern improvement. These, although superior to the old ones, were not wholly satisfactory, not on account of the sights, which were perfect, but on account of the attachment and gearing to the mountings. The Board instructed the firm to make such changes as they saw fit, and they are now doing so. Messrs. Vickers have also been

## TELEGRAMS.

(Reuters).

## The War.

LONDON, 21st March.

The *Times* states that the French Minister at Tokio has protested, on behalf of Russia, against the bombardment of the quarantine station at San-shan-toa near Port Arthur on the 10th instant.

## Treachery of a Russian Officer.

A Russian officer attached to the General staff has been convicted at St. Petersburg of selling secret plans for the organisation of the field army to Japan. The officer has been executed.

## The Near East.

Five hundred Bulgarians divided into ten bands have crossed the frontier and are proceeding towards Strumitza and Monaster which are two intended centres of revolt.

LATER.

## Parliament—The Vote of Censure.

Sir Henry Campbell-Bannerman, in moving the vote of censure against the Government in regard to the Transvaal Chinese ordinance, said that the British workmen in the Transvaal would be snuffed out by the biggest scheme of human dumping since the "Middle Passage" was abolished. The scheme in many respects was indistinguishable from slavery. He demanded the deliberately expressed views of the Transvaalers. Mr. Lyttelton in reply said that the Government would not have assisted the ordinance unless a preponderating majority of Transvaalers had been in favour of it; he cited the growing distress in the Transvaal and said that the cry of slavery was ridiculous. The contract would be circulated in the Chinese language in each village a month before the recruiter arrived and the workers would receive from twelve to fifteen times the wages they would get in China. He denied that Chinamen were immoral.

## THE WAR.

## LAND WORK.

Frankly, Japan is taking a leaf from British practice, and vastly improving upon it, states the military correspondent of *The Times*. We have waged many wars, and have often struck hard and quick by sea, but seldom or never has our Army been ready to second this action at the outbreak of war. Japan is showing us how to wield that double-edged and mighty sword forged by union of all military effort to a common purpose. What matters if a few transports are sent to the bottom? There are 50,000 Japanese behind, and why should we be less ready to sacrifice 10,000 men during attack by sea than we are to lose the same number in a battle on land? So we see the great fleet of Japanese transports spread their wings and take flight in the wake of the ships like a flock of wildfowl, and we can rest for the Russian fowler on the Yalu, who sees them wheeling and circling round, but cannot tell whence they come nor whether they go, and can only turn round on his own axis and curse the strength of their pinions. The practice of Japan to-day stands as the ideal and model of national strategy, for an island Empire, and the nearer we can approach to it the more confidently may we anticipate the prevention of war in the wide territories under the British Crown.

## CAPACITY OF THE SIBERIAN LINE.

Colonel C. E. De La Poer Beresford, recently Military Attaché in St. Petersburg in an article in the *Army and Navy Gazette*, says:—

The London daily press seems strangely misinformed as to the condition of the Siberian and East Chinese railways. It is true that at first it was ill-ballasted, the rails too light, the sleepers too far apart, and the trains rocked unpleasantly—almost dangerous. But so long ago as August, 1902, the change was taken in hand. It is no secret that in 1900, during the fourteen weeks that elapsed between the commencement of hostilities and the time when the rivers Shilka and Amur were closed by ice (Strelensk, the rail head on the Shilka being chosen as the base of operations), 52,000 men, 11,000 horses, and thousands of tons of stores were conveyed from Moscow to the end of the Trans-Baikal section. So that the number of men moved per week was even then 3,700 and of horses 700, not to speak of a few thousand tons of stores. This will work out to about 530 men a day of twenty-four hours. For the last six months Russia has been sending men and stores to the Far East, mostly by land, as fast as possible. The Trans-Siberian and Eastern Chinese railways have carried an average of 5,700 men a week from Moscow to Harbin. How many thousand tons of stores have been carried it is impossible to say. At times during the last two months as many as 15,000 men per week travelled.

## COLLIERS "HELD UP."

From the *S. F. Press* of 14th inst.—

Captain A. Cunningham of the British collier *Fosar* reports having been stopped by a Russian torpedo boat in the Red Sea, and after an examination of her papers, she was allowed to continue her voyage. The Dutch steamer *Polyphemus* was also held up in the Red Sea while on her way from Liverpool to Java. In this case the steamer fell in with the Russian squadron, but was also allowed to proceed after an examination of her papers.

## AN ADMIRALTY COLLIER.

Captain Gordon of the British Admiralty collier *Labuan*, which arrived here yesterday from Cardiff with 5,055 tons of paint sue on board, reports that he encountered eight Russian men-of-war in the Red Sea, and when the vessel touched at Shanghai there were several Dutch men-of-war there. Captain Gordon has reported the above facts to Capt.

Stokes of the *Times*. The *Advertiser* left Cardiff on Jan. 29 and is expected to leave here on the 3rd instant.

## THE RUSSIAN SQUADRON IN THE RED SEA.

On his arrival at Colombo, Captain Nutall of the s.s. *Nesley Hall* informed a representative of the press, that on the evening of the 17th February, three days after he left Suez, he sighted fifteen Russian War vessels. Four were battleships and the remainder torpedo boats. They were between Center Peak and Jabelzukur, steaming westward.

## THE "MONGOLIA" CHASE.

EXCITING INCIDENT IN THE RED SEA. PASSENGER'S ACCOUNTS OF THE AFFAIR. A passenger, who landed from the P. & O. s.s. *Pentinsular* which brought in the English mails, has favoured us (*Ceylon Independent*) with some details of the recent incident in the Red Sea, when the P. & O. s.s. *Mongolia*, bound from London to Australia, was chased by a Russian squadron.

The incident, he says, occurred on the 19th instant, twelve hours before the *Mongolia* got to Perim. It was about 11 o'clock in the forenoon, when many of the passengers were on the distant horizon they faintly sighted a fleet of five vessels. On sighting them the *Mongolia* ran up her flags. The next thing she observed was that one of the fleet detached itself from the others and tried to cut the *Mongolia* off. The P. & O. vessel was running parallel to the fleet when the detached ship from the other side steered in her direction and made this attempt. The *Mongolia* went on forging ahead until the boat which was pursuing them ran up a signal calling upon her to stop. The signal was to "stop instantly," communicated by the International code by the hoisting of two flags in rapid succession. The signal was not made until it was seen that the fleet could not catch up the *Mongolia* without trouble. On the Commander of the P. & O. boat reading the signals, he gave orders that the engines should be stopped and this enabled the detached vessel of the fleet to come up to within a short distance of the mail boat, when it was ascertained that the vessel was a Russian torpedo destroyer, and had a Russian Admiral on board, whose name they did not ascertain.

Before the *Mongolia* stopped her engines and slowed down, it was noticed that the other Russian boats were stoking up and tried their hardest to keep up with the *Mongolia* which at about this time was running at the rate of sixteen and a half knots an hour, though she is quite capable of doing nineteen knots. The Russian torpedo destroyer was probably the fastest of the five other ships, but even she, when seen by a naval officer who was on the P. & O. vessel at the time of this incident, was pronounced incapable for one of her classes to be able to do more than eighteen knots. On the *Mongolia* stopping, the Russian vessel steamed up alongside to about two hundred yards off and when it was about amidstships it turned round and steamed back to its fleet, then flying the signals "Excuse me." When the Russians were first sighted they disappeared behind the horizon they were in sight for about an hour altogether.

"Could you or anyone on board say why the Russian men-of-war insisted on stopping you?" asked a representative of this paper. "Well, not one on board knows. The British flag—the blue ensign—was flying the whole time." "And how was this interesting incident taken on board by the passengers?" "Some were amused, others indignant and not a few were, perhaps, frightened. When I say frightened I mean that sort of feeling was confined to some of the ladies only. All on board were spectators of this affair, and will long remember it. We arrived at Aden the following Sunday at 6 p.m., and at 11 o'clock that night two of the British fleet lying in Aden waters moved their anchorage."

## GERMAN SQUADRON.

A Berlin correspondent of a home journal reports that the Berlin authorities are now coming to the conclusion that the protection of their interests demands the presence of an increased naval force in Eastern waters. They consider that they must be prepared to guarantee the absolute safety of the Kiao-chau district, and to deal with a possible revolutionary movement of the Chinese population, and there are signs that the dispatch of a powerful squadron from Kiel is in contemplation. Ironclads of the *Kaiser* class have received orders to point to the probability of their soon going to sea, though nothing definite is yet known. These vessels have over 11,000 tons displacement, are most powerfully armed, and have a crew of 651.

## WAR NEWS AT HOME.

Writing from home when the last mail left, a correspondent says:—

Although the war is now only a few days old there are few outward signs in London of public excitement. On Monday an office in Fleet-street hung out a Japanese flag, but it was significant that many in the street did not recognise it, and I know at least one man who was stopped and asked to shed some light on the rising sun. Another sign was the appearance of a life-size photograph of Viscount Hayashi in the window of a camera shop in the Strand. It attracts quite a crowd, but not so many as does a collection of photographs of Russian warships (including the torpedoed *Retzian*) in a printshop at Charing Cross.

The loudest evidence is of course the evening newspaper, which is breaking out to a degree which recalls the dark days of the Boer War. Still, even in the music-halls there are only sporadic references to the "gallant little Japs," and at the first night at the Savoy Theatre the audience was quite lethargic to several robust yesterdays about the war. Sooner than other cities, London usually finds ways and means to demonstrate her excitements, but although everyone is talking about the conflict there is little yet to make the stranger aware of London's interest in the big events on the other side of the world.—*Manchester Guardian*.

ITS EFFECTUAL BLOCKADE BY THE JAPANESE.

The well-known special correspondent of the London *Daily Telegraph*, Mr. Bennett Burleigh, has been writing a series of chatty letters to that journal on his journeys in the Far East.

"It took nearly four hours to reach Port Arthur from Dalny," says Mr. Burleigh in one of his letters. "Ere the wash of the surrounding hills ran down into the narrow valley and its branchings, and was carried seaward, the little loch or ford, behind the gap in the range that gives haven and shelter from storms at Port Arthur, must have been big, a deep, and a fine anchorage. Time has silted up the harbour, and it will take three or four dredgers now at work two years or more to make wide channels up to the new quays. Not very much has been done towards extending its anchorage area since the Chinese authorities were turned out by the Russians. But works, wherein over 10,000 coolies are employed, are in progress. These include the filling up of the old fresh-water lake, near the inner dock basin; the making of three 700 ft. long new docks, for the refitting of their warships; the removal of the whole of the old towns, Chinese and European, to new quarters two miles farther up the valley; the creation of railway sidings, wharves, roadways, bridges, and what-not. And besides all these, provision has been made, and millions of roubles have been already expended upon levelling and cutting away hills for fortifications, the making of a great palace for Admiral Alexeiff, the Governor, and a Russian cathedral. Besides, there is more in progress, to wit, lines upon lines of streets, tenements, shops, with, of course, the phantasy of parks, squares, and public gardens, wherein there is a band-stand and some rock-work, but, as yet, not a tree, and barely either shrub or suggestion of grass.

"Forts of no mean kind, and of great magnitude, can be counted not in units, but by tens, between Dalny and Port Arthur. The industry displayed upon every hand in railway construction, housebuilding, the erection of fortifications, the making of docks, roads, and the improvement of the harbour, was admirable and commendable. Nor do I, nor can I, easily enumerate all the works that were being pushed forward, with, perhaps, ruthless, but unflagging zeal, and much prescience. Day and night operations go forward, designed to make Port Arthur a commercial emporium and a great naval arsenal.

"I still hold that Port Arthur is over-fortified. Its frowning works, mounds of earth, and bastions of granite rock, its glacis and its trenches, circling and crowning some score or more of often remote and disconnected hills, can be dominated from other heights, render them open to attack and capture in detail. And to such a form of assault they are further peculiarly exposed, for the scorings of the soil are numerous and deep. Gullies traverse the hills in all directions, and there is magnificent cover for riflemen, often up to within 300 yards or less of the nearest outlying defences of the main works. Again, scarcely half the forts are completed or have any guns in position to check an attack delivered from the land side. It is intended, once the harbour has been deepened over a greater area, to open a new channel, cutting this silted sand in a direction opposite the existing basin upon the far side of the waterway. By that means the commercial marine would have its own part of the harbour and direct access to the traders' wharves and the new railway sidings.

"The Russian ships rarely go out either for target practice or for steaming manoeuvres. From such information as I could gather, as far as what I saw for myself, they are slack in their sailor duties, for the officers spend much of their time ashore, and the ideal of Russian life seems to be finding enjoyment and solace in such amusements as a very 'tarry' town affords. Again, it may be that as the Russian ships are not taken either out or into the harbour under their own steam, but are hauled by tugs and directed by local pilots, there is an excuse for their not being out and about at sea every day. The fact that the officers do not handle their own ships under the vessel's own steam indicates either a want of confidence or a want of experience upon the part of their naval commanders. The pilots and tug captains, by no means all Russians, are now to be set a new trial, for the fleet is to be tested by being towed out and into the harbour during the night. As the entrance is straight, wide, and clear, though but of moderate uniform depth, and the rocky hills stand out boldly, there should be no serious difficulty or risk in the adventure. From a frequent inspection of the fleet's targets after practice it is evident the shooting is of very mediocre quality. The target was never towed out at any great speed nor was the range a long one, but it was rarely ever hit or put in danger. Of course I am told it is different with the artillerymen—the garrison gunners in the big shore batteries that frown from every hill—they can shoot well, and many of the cannon are of great size.

"Barracks, barracks, and military quarters, built and building everywhere, was what I saw all the way to Moukden. Upon arriving there, one saw the accustomed crowd of Russian uniforms, Russian letters, and the Russian flag floating over that of the fiery Chinese dragon. I hired a ricksha, with a coolie for driver and another for pusher, and set out upon a long five-mile run through the ancient three-walled capital of Manchuria, the home of the Manchu Kings, for the suburb of Tung-Whang, where the missionaries dwell. I found Russian sentries on guard at the gates, as, later on, I found and sent some home photos of them and their officers, in occupation of the Palace of the Manchu dynasty, standing by the thrones, and in the temples, and other buildings.

## IN PORT ARTHUR.

## PREVAILING CONDITIONS.

Two steamers arrived from Chefoo yesterday, the *Fungshun* and *Hastin*, and by one of them a resident of Shanghai received a letter from a friend in Port Arthur, says the *Shanghai Times* of 19th inst. The missive, which was

dated the 9th inst, having been taken to Chefoo by the British steamer *Foxton Hall*, which arrived there on the 12th.

The letter throws much valuable light on the condition of affairs in Port Arthur up to the time of the last bombardment and the fact that the writer has been in the Russian citadel since the outbreak of hostilities. The letter reads in part as follows:

"I have much to say which I dare not put on paper, for every letter leaving here is opened and if the contents are found to be derogatory to the Russians the letter is destroyed and its writer is made the object of much discomfiture in many indirect ways, even if worse does not befall him. I am taking the chance of smuggling this aboard a steamer which I hear is leaving for Chefoo in a day or two."

"I wish I were well out of this, but circumstances are such as to prohibit my getting away, at least for the present, as I have work to do for the Government and while my remuneration is large my every move is watched and a frustrated escape would mean short shift for me.

"Of course you have heard all about the first three bombardments and how the Russians were caught napping and the pride of their fleet rendered shattered and useless. The number of the killed and wounded in the several bombardments has been something awful and all hospitals are full, and a dozen temporary ones have been erected and even these are crowded to capacity limits and the medical assistance at hand is sadly inefficient to cope with the demands made upon it. Altogether 235 sailors and inhabitants, including Chinese, have been killed or succumbed to injuries and the number of wounded is nearly as many again. Nearly all the Russian warships have suffered severely, but especially the battleships *Retzian* and *Cesarevitch* and the cruiser *Pallada*, the complements of which have been sadly decimated.

"The Chinese of the place became thoroughly demoralised as soon as the first shell was fired last month and hundreds of them took to the hills in droves, some very scantily clad, and were herded to and fro by the falling shells like sheep. Sometimes a shell would drop right in their midst and the slaughter would be terrible. General Kropotkin is to arrive at Moukden on the 26th of March, and at Liayang on the 28th.

Kobe, 18th March.—It is officially announced that the Russian squadron under Admiral Makarov left Port Arthur on the night of the 10th with supposed intention to attempt a junction with the Vladivostock squadron. On the 13th they sighted Admiral Togo's scouts and returned to Port Arthur.

The musical comedy, *Th. Geisha*, which was being performed at St. Petersburg, has been withdrawn on account of hostile demonstrations, to which it gave rise on the part of the public.

Two famous war ships are off to the front more in Mr. Melton Prior, and Mr. Frederic Villiers—both on behalf of the *Illustrated London News*—the former with the Japanese and the latter on the Russian side.

M. Pelletan, the French Minister of Marine, has issued an order to hurry on the preparations for the departure of the cruiser *D'Assas* and the destroyers *Javeline* and *Pistolet* for the Far East. Only such equipment as is absolutely necessary will be completed. The *Javeline* and the *Pistolet* was to sail on 24th ult.

## COMMERCIAL.

## NOTICE TO CONSIGNEES.

## CONSIGNEES.

## OF CARGO FROM LONDON,

## EX S.S. "MCINTYRE" AND "CRINIE,"

## FROM HAVRE, EX S.S. "MEMPUS,"

## AND FROM BORDEAUX, EX S.S. "VILLE DE BORDEAUX,"

## IN CONNECTION WITH ABOVE STEAMER,

## ARE HEREBY INFORMED THAT THEIR

## GOODS, WITH THE EXCEPTION OF OPIUM,

## TREASURE AND VALUABLES ARE BEING LANDED AND STORED AT

## THEIR RISKS INTO THE GODOWNS OF THE HONGKONG

## AND KOWLOON WHARF AND GODOWN CO., LIMITED,

## AT KOWLOON, WHERE DELIVERY MAY BE OBTAINED IMMEDIATELY AFTER LANDING.

## OPTIONAL CARGO WILL BE FORWARDED ON UNLESS INTIMATION IS RECEIVED FROM THE CONSIGNEES BEFORE 10 A.M. TO-DAY, THE 23RD INSTANT, REQUESTING IT TO BE LANDED HERE.

## BILLS OF LADING WILL BE CONSIGNERED BY THE

## UNDERSIGNED.

## GOODS REMAINING UNCLAIMED

## AFTER TUESDAY, THE 29TH INSTANT, AT NOON,

## WILL BE SUBJECT TO RENT AND LANDINGS CHARGES.

## ALL CLAIMS MUST BE SENT IN TO ME OR BE BEFORE THE 29TH INSTANT, OR THEY WILL NOT BE RECOGNISED.

## ALL DAMAGED PACKAGES WILL BE EXAMINED ON

## TUESDAY, THE 29TH INSTANT, AT 3 P.M.

## NO FIRE INSURANCE HAS BEEN EFFECTED.

## Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.  
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ANTENOR" .....	On 25th March.
GLASGOW and LIVERPOOL	"OOPACK" .....	On 31st March.
GLASGOW and LIVERPOOL	"JASON" .....	On 5th April.
GLASGOW and LIVERPOOL	"ACHILLES" .....	On 10th April.
GLASGOW and LIVERPOOL	"ALCINOUS" .....	On 16th April.
GLASGOW and LIVERPOOL	"HYSON" .....	On 17th April.
GLASGOW and LIVERPOOL	"PROMETHEUS" .....	On 24th April.
GLASGOW and LIVERPOOL	"DEUCALION" .....	On 1st May.
GLASGOW and LIVERPOOL	"ULYSSES" .....	On 7th May.
GLASGOW and LIVERPOOL	"DARDANUS" .....	On 13th May.

S.S. "ANTENOR" left Singapore on the 20th inst., and is due here on the 25th inst.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"PAKLING" .....	On 29th March.
LONDON & ANTWERP	"MACHAON" .....	On 12th April.
"GENOA, MARSEILLES & L'POOL	"IDOMENEUS" .....	On 14th April.
LONDON & ANTWERP	"TELEMACHUS" .....	On 26th April.
LONDON & ANTWERP	"JASON" .....	On 10th May.
"GENOA, MARSEILLES & L'POOL	"ACHILLES" .....	On 20th May.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW" .....	On 25th March.
"HYSON" .....	On 19th April.	
S.S. "TYDEUS" left Nagasaki for this port to-day, and is due here on 27th inst., at 5 p.m.		
S.S. "PING SUEY" will leave Victoria, B.C., for Japan and Hongkong on 24th March.		

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 23rd March, 1904.

[2]

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"IOHANG" .....	To-morrow, p.m.
YOKOHAMA and KOBE	"TAIYUAN" .....	26th March, at Noon.
SHANGHAI	"SHANSI" .....	26th " 4 p.m.
NINGPO and SHANGHAI	"HANGCHOW" .....	26th " 4 p.m.
AMOY, MANILA, CEBU and ILOILO	"CHENAN" .....	28th " 4 p.m.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU" .....	8th April.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 23rd March, 1904.

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## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger .....	MANILA (DIRECT) .....	SATURDAY, 26th Mar., at 10 A.M.
RUBI	2540	R. W. Almond .....	"	SATURDAY, 2nd April, at 10 A.M.
PERLA	1980	A. H. Notley .....	"	"

For Freight or Passage, apply to

SHEWAN, TOME & CO.  
GENERAL MANAGERS.

Hongkong, 19th March, 1904.

[8]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR

PORTLAND, OREGON,  
OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMIA"	5,197	W. E. Craven .....	Mar. 24, 1904.
"INDRAVELLI"	4,599	R. P. Craven .....	April 24, "
"INDRAPURA"	4,890	J. T. Horne .....	"

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

## HONGKONG-CANTON LINE.

S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.

THE British Steamship

"YING KING,"

Captain Ramsey, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.

2nd ".....1.50 " "

Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

VUK ON S.S. CO., LTD.,

No. 216, Wing Lok Street,

Hongkong, 9th March, 1904.

[35]

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

"WHARF"—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3 hours to reach Macao.

MING ON & CO.,  
and Floor, No. 16, Victoria Street.  
Hongkong, 9th January, 1904.

[16]

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

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MING ON & CO.,  
and Floor, No. 16, Victoria Street.  
Hongkong, 9th January, 1904.

[16]

## Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

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MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY  
SERVICE.

THE COMMODIOUS STEAMER

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity. The Saloon is under European Supervision.

First Class European.....\$8.00

Second Class European....3.00

First Class Chinese.....1.50

Second Class Chinese.....80

Deck.....30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central,

Hongkong, 23rd March, 1904.

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STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,309.....J. P. MARIN.

"KWONG TUNG".....1,238.....H. W. WAI KER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4

Meals.....(Fach) 1



## NOTICE.

**THE WEATHER WILL BE EXCEEDINGLY COLD** AFTER YOU PASS PORT SAID ON YOUR WAY HOME AND COLDER STILL SHOULD YOU GO VIA U. S. A. OR CANADA. YET YOU CANNOT AFFORD TO LOSE THE SPLENDOUR OF THE MEDITERRANEAN OR PACIFIC SEA BY NIGHT. THEREFORE A TRAVELLING RUG BECOMES A NECESSITY AND WM. POWELL, LTD., ARE PREPARED TO SUPPLY FINE SCOTCH RUGS FROM \$8.50 TO \$25.00. THESE WILL BE FOUND IN THEIR GENTLEMEN'S DEPARTMENT AT 28, QUEEN'S ROAD, WHERE THEY ALSO STOCK ALL OTHER TRAVELLING REQUISITES.

**BY THE WAY**, HAVE YOU HEARD THEY HAVE JUST RECEIVED 19 CASES OF NEW SPRING GOODS WHICH ARE NOW OPENED OUT, AND OTHER LARGER SHIPMENTS FOLLOW TO STOCK THEIR NEW PREMISES IN DES VŒUX ROAD WHICH WILL BE OPENED SHORTLY? ONE OF THE CHIEF FEATURES OF THE BUSINESS WILL BE THE GRAND WINDOW DISPLAY WHICH CANNOT FAIL TO ATTRACT THE ATTENTION OF EVERYONE IN THE COLONY.

**N.B.**—THE LADIES' DEPARTMENT IS AT PRESENT AT 34, QUEEN'S ROAD (UPSTAIRS).